

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 0055

號一初月三年元統宣

TUESDAY, APRIL 20, 1909.

二拜禮 號十二月四英港香

\$36 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... \$1,500,000 at 2/- = \$11,000,000  
Silver ..... \$14,500,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$15,000,000

COURT OF DIRECTORS:  
Hon. Mr. W. J. Gresson—Chairman.  
H. E. Tomkins, Esq.—Deputy Chairman.  
J. W. Bannock, Esq.  
G. S. Gubbay, Esq.  
W. Helms, Esq.  
G. R. Lennemann, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—W. ADAMS ORAM.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 10th April, 1909. [20]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL ..... £1,500,000  
RESERVE FUND ..... £1,575,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits for 12 months, 4 per cent.  
WM. DICKSON,  
Manager.  
Hongkong, 5th April, 1909. [21]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months, 4 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 3 months, 2 1/2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.  
W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1909. [18]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£5,750,000).  
RESERVE FUND FL 5,752,884.84 (about £729,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Hongkong, Canton, Sourabaya, Charbon, Tegal, Pecalanga, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermasin.

Correspondents at Batavia, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 2 1/2 per annum.  
Do 6 months 2 per annum.  
Do 3 months 1 1/2 per annum.  
J. L. VAN HOUTEN,  
Agent.  
Hongkong, 16th July 1908. [19]

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,500,000

Head Office—YOKOHAMA.

Branches and Agents:  
TOKIO, OHIO, KOREA, TIENTSIN, OSAKA, NAGASAKI, LONDON, NEWYANG, DALNY, LYONS, PORT ARTHUR, ANTON, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-SHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—  
For 12 months ..... 5 1/2 per cent.  
For 6 months ..... 5 per cent.  
For 3 months ..... 4 1/2 per cent.  
TAKAO TAKAMICHI,  
Manager.  
Hongkong, 2nd March, 1909. [17]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per cent. per annum.

Depositors may transfer at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, Rules may be obtained on application.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1909. [21]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Meidelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROYERCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,  
Manager.  
Hongkong, 4th December, 1907. [22]

## Intimations.

### THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes ..... \$10.00 per pair

Monarch Shirts ..... \$1.25 each

Closet Evening

Shirts ..... From \$3.75 up

Pyjama Suits ..... " " "

Steamer Rugs ..... \$13.95

THE SAVOY.  
Hongkong, 16th February, 1909. [18]

### MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—  
R. J. LOPES,  
Old Hongkong Telegraph Office.  
Hongkong, 1st March, 1909. [16]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES ..... About 23rd April. Freight only.

SHANGHAI, MOJI, KOBE & SOMALI ..... About 25th April. Freight and Passage.

SHANGHAI ..... About 29th April. Freight and Passage.

LONDON, &c., via usual Ports ..... Noon 1st May. See Special Advertisement.

For Further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 20th April, 1909. [14]

## Intimations.


### LANE, CRAWFORD & CO.

RANSOMES' LAWN MOWERS  
From \$20.00 each.



### "DOHERTY" TENNIS RACKETS.

SLAZENGERS' AND AYRES' 1909 LAWN TENNIS BALLS  
\$10.00 doz.



LANE, CRAWFORD & CO. [180]

## AQUARIUS.

A PURE, DISTILLED TABLE WATER.

In QUARTS, PINTS and SPLITS.

Mixes freely with Wines and Spirits, without in any way destroying the flavour.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

Hongkong, 15th April, 1909. [51]

## Hotels.

### HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ, MANAGER.

Hongkong, 16th July, 1908. [16]

### HOTEL CRAIGIEBURN.

Plunkett's Gar, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1909. [57]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 Tons, "FATSHAN" 2,300 Tons, "KINS'YAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily, at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 5 A.M. and at 5 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 559 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linsu" and "Ssuai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, the 25th April.

S.S. "SUI-AN" will depart from the COMPANY'S WING LOK WHARF at 9 A.M.

Departure from Macao 5 P.M. Popular Excursion Rates as usual. Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [16]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES, Manager. [16]

### GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD.

Telegraphic Address "GRAND"—Telephone No. 812.

Forty Large & Airy Rooms. Situation Unrivalled.

Cuisine Unexcelled.

MATRON IN ATTENDANCE.

TERMS VERY MODERATE.

For further particulars, apply  
HONGKONG, 6th April, 1909. [15]

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.



Mails.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"GORDON" Capt. B. Wilhelm	WEDNESDAY, 21st April.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"DERFLINGER" Capt. G. Meinen	About WEDNESDAY, 21st April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lutz	THURSDAY, 22nd April, 5 P.M.
KUDAT and SANDAKAN	"BORNHO" Capt. F. Sembill	Beginning of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIAN	Ernest Simon	Sellier	26th April, P.M.
MARSEILLES, VIA PORTS	Ernest Simon	Girard	27th April, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN	Broc	Broc	10th May, P.M.
MARSEILLES, VIA PORTS	Konkin	Charbonnel	11th May, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN, AGENT, QUEEN'S BUILDINGS.

Hongkong, 19th April, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed, and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamsen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamsen, Canton, or to their Agents

BARRETTO & CO., Hongkong

Hongkong, 9th October, 1908.

HONGKONG-MANILA- ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "MANDAL"	1,917	Erickson	MANILA	About 20th April, 1909.
S.S. "RIGEL"	1,750	Slovert	Do	About 30th April, 1909.

For Freight or Passage, apply to

BARRETTO & CO., Agents.

Hongkong, 19th April, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO. Agents

Hongkong, 21st Feb., 1909.

PHILATELIC NOVELTY PRESENTS.

BAOS OF USED POSTAGE STAMPS. Containing: All Asiatic Stamps. 4,000 for \$8.00. 3,000 " 7.00. 2,000 " 6.00. 1,000 " 5.00. 500 " 4.00. 250 " 3.00. 100 " 2.00. 50 " 1.00. All Chinese Stamps. 4,000 for \$4.50. 3,000 " 3.50. 2,000 " 2.50. 1,000 " 1.50. 500 " 1.00. 250 " .75. 100 " .50. 50 " .25.

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body. VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS and RELIEF SCRAP, MANILA CIGARS and CIGARETTES, &c., &c., &c. Inspection invited.

GRACA & Co., No. 27, Des Voeux Road.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write to Mr. Li at the Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 27th February, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO., CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows: "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 25th May, 1899.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

THE SOUTH POLE.

LIEUTENANT SHACKLETON'S NARRATIVE.

The following supremely interesting story of a glorious expedition appears in the Times of March 23:

Half-moon Bay (New Zealand) March 23.

On March 5, 1908, Lieutenant Adams, R.N.R. (geologist), Sir Philip Brocklehurst (surveyor and map maker), Professor David (of Sydney University), Mr. A. Forbes Mackay, (assistant surgeon), Mr. Eric Marshall, (surgeon and cartographer) and Mr. Marson (a scientist of Adelaide) left Cape Royd to ascend Mount Erebus, the great Antarctic volcano. On the morning of March 7 they climbed, with a sledge, to an altitude of 5,500 ft. Carrying their equipment on their backs they reached, on the night of March 7, an altitude of 9,500 ft. The temperature was 50 deg. below freezing point. Then a violent blizzard raged for 30 hours.

Reaching the ascent on March 9 they reached the old crater of the volcano at an altitude of over 11,000 ft. They explored the crater, and unique fumaroles (smoke-holes) were found. The old crater is chiefly filled with large felspar crystals and pumice and sulphur. Sir Philip Brocklehurst had both feet badly frost-bitten, and one toe was subsequently amputated.

The summit was reached on March 10. The active crater is half a mile in diameter and 800 ft. deep. It was ejecting vast volumes of steam and sulphurous gas to a height of 2,000 ft. Hypsometer readings were taken at the summit simultaneously with those from the base station at Cape Royd. A geological collection was made and photographs were taken. Commencing the descent on the same day, March 10, they glissaded by stages down 5,000 ft., reaching their sledge depot. They reached Cape Royd on March 11, after the Nimrod had left for New Zealand.

During a large part of the year 1908 we finished the building of a hut and of stables for our Manchurian ponies. Unfortunately we lost in the beginning of March four ponies, which died from eating sand. Lieutenant Adams commenced in March systematic meteorological observations, and studied with Professor David the movement of the currents of the upper atmosphere, indicated by the swaying of the steam-cloud on the summit of Mount Erebus. From October onward to the end of the expedition meteorological records were kept by Mr. James Murray and Mr. Roberts. Mr. Murray found abundant microscopic life—rotifers (vegetable organisms), &c.—in the fresh water lakes near Cape Royd. The rotifers were of remarkable vitality, living for years in the ice of the lakes. Experiments prove that they can endure very low and very high temperatures and immersion in very saline mixtures. We found the ringed penguin at Cape Royd. The chief vegetation was large sheets of a fungus-like plant in the lakes and many lichens, a few mosses. Sea-weeds of two kinds were abundant. Mr. Marson made systematic records of all the appearances of aurora displays. These were exceedingly brilliant throughout the winter, appearing most frequently in the eastern sky and seldom in the direction of the magnetic pole. The most striking form of the aurora was that of a parallel with draped curtains extending across the heavens, sometimes stationary, and sometimes moving rapidly across the sky.

Racing cascades of luminescence traversed the length of the heavens with remarkable speed. Observations on meteorological optics and atmospheric electricity, with chemical and physical studies in connection with the freezing of the sea surface and the numerous lakes in the vicinity of Cape Royd, were made. Detailed work was done on the mineral occurrence and ice in all its forms, full photographic records being obtained. Mr. Raymond E. Priestley, of Bristol, found much fungoid in the peat-like bottom of the lakes on the land behind Cape Royd. He also discovered a raised beach at an altitude of 150 ft. near Cape Barne. Mount Erebus was very active in June, and on the 14th of that month good moonlight photographs of the eruption were obtained. Professor David considers that most of the Antarctic bergs are snow bergs. Fossil radiolaria (microscopic organisms) were found in the glacial boulders at Cape Royd. Mr. Priestley assisted Mr. Murray in marine dredging throughout the winter. He and Sir Philip Brocklehurst sank deep shafts in the lake ice for biological and physical studies. Sir Philip Brocklehurst kept the records of the marine current indicator, and Mr. Mackay erected and kept a tide-gauge. Mr. Armytage was in charge of the ponies and assisted the geologists. Mr. Marshall obtained good records of natural history with a cinematograph. Mr. Marson was engaged in painting landscapes and the aurora. The weather was for a time mild, with a lowest temperature of 72 deg. below freezing point. We commenced sledging on August 12. Messrs. Armytage and David and I went to examine the Great Ice Barrier surface. We encountered low temperatures of 89 deg. of frost. Returning to Cape Royd on September 19, Messrs. Adams, Joyce, Marshall, Marson, Wild, and I left again on September 22 to lay a depot for the southern journey. We returned on October 13, after placing a depot 124 statute miles south of the Discovery's winter quarters. We experienced bad blizzards and low temperatures, and were "held up" for seven days. The lowest temperature was 88 deg. of frost.

We found the Barrier surface impracticable for our major sledge, but with the Axel-Johnson motor did much useful work over the sea-ice, laying depots and covering distances aggregating over 400 miles, in spite of temperatures varying from 4 deg. to 60 deg. of frost. The "Southern party"—Messrs. Adams, Marshall, Wild, and I—with four ponies and a supporting party consisting of Sir Philip Brocklehurst, Messrs. Joyce, Marson, Armytage, and Priestley, left Cape Royd on October 29, 1908. We left Hut Point on November 3 with 91 days' provisions. We were "held up" on White Island on November 5 four days by a blizzard. The supporting party returned on November 7. Owing to the bad light among

the ice crevasses Mr. Adams and pony were nearly lost. On November 13 we reached the depot laid out in September in latitude 77 deg. 36 min., longitude 168. We took pony meat and provisions previously left there, and commenced reducing our daily rations. We travelled south along meridian 168 over a varying surface, high eastrop (ridges and mounds of snow) alternating with soft snow. The ponies often sank to their bellies. In latitude 81 deg. 4 min. we shot the pony "Chinaman," and made a depot of oil, biscuit, and pony-meat. The remainder of the pony meat we took on to eke out our dried rations.

On November 26 we reached the Discovery expedition's southernmost latitude. The surface was now extremely soft, with large undulations. The ponies were attacked by snowblindness. On November 28 the pony "Grist" was shot. We made a depot in latitude 82 deg. 45 min., longitude 170 deg. On November 30 the pony "Ozan" was shot. Steering south and a little east, we were now approaching a high range of new mountains trending to the south-east. On December 2 we found the Barrier influenced by great pressure and the ridges of snow and ice turned into land. We discovered a glacier 120 miles long and approximately 40 miles wide running in a south and south-westerly direction. On December 5 we started to ascend the glacier, at latitude 83 deg. 33 min., longitude 172 deg. The glacier was badly "crevassed," as the result of huge pressure. On December 6 the surface was so crevassed that it took a whole day to fight our way 600 yards. On the December 7 the pony "Socks," breaking through a snow-lid, disappeared in a crevasse of unknown depth. The swingle-tree snapping, we saved Mr. Wild and the sledge, which was damaged. The party was now hauling a weight of 150 lb. per man.

The clouds disappearing on December 8, we discovered a new mountain range trending south and south-west. Moving up the glacier over treacherous snow covering crevasses we frequently fell through, and were saved by our harness and pulled out with an Alpine rope. The second sledge was badly damaged by the knife-edged crevasses. Similar conditions obtained on our way up the glacier from December 6 to December 18, when we reached an altitude of 6,800 ft. In latitude 85 deg. 10 min. 35 sec. we made a depot and left everything there but our food, instruments, and camp equipment, and reduced our rations to 10 oz. per man daily. On December 26 we reached a plateau after crossing icefalls at an altitude of 9,000 ft., thence gradually rising in long ridges to 10,500 ft. Finishing relay work, we discarded our second sledge. There was a constant southerly blizzard of wind and drifting snow with the temperature ranging from 37 deg. to 70 deg. of frost. On December 27 we lost sight of the new mountains. Finding the party weakening from the effects of the shortage of food, the rarefied air, and the cold, I decided to risk making a depot on the plateau. On January 4 we proceeded with one tent, utilizing the poles of the second tent for guiding marks for our return. The surface became soft and the blizzard continued. For 60 hours, during January 7, 8 and 9, the blizzard raged, with 72 deg. of frost and the wind blowing at 70 miles an hour. It was impossible to move. The members of the party were frequently frost-bitten in their sleeping-bags. On January 9 we left camp and reached latitude 88 deg. 23 min., longitude 161 east. This is the most southerly point ever reached. Here we hoisted the Union Jack presented to us by Her Majesty the Queen. 10 mountains were visible. We saw now a plain stretching to the south. We returned to pick up our depot on the plateau, by our outward tracks, for the flags attached to the tent-poles had been blown away. Less violent blizzards blowing, at our backs, helped us to travel 20 to 30 miles daily. We reached the upper glacier depot on January 19. The snow had been blown from the glacier surface, leaving slippery blue ice. The descent was slow work in the heavy gale. The sledge was lowered by stages by the Alpine rope. On the morning of January 20 our food was finished. It was slow going. Sixteen miles were covered in a 24 hours' march. The snow was 2 ft. deep, concealing crevasses. We reached the lower glacier depot in latitude 83 deg. 45 min. on the afternoon of January 27. There we obtained food, and, proceeding, reached the "Grist" depot (named after the dead pony) on February 3. There was no food remaining. Wild was suffering from dysentery, the effect of horse meat. On February 4 the entire party was prostrate with dysentery and unable to move. The dysentery continued for eight days, but, helped by strong southerly blizzards, we reached "Chinaman" depot on February 13. Food had again run out. Blizzards continued, with 50 deg. of frost. We discarded everything except our camp outfit and geological specimens, and on February 20 reached the next depot, all our food being finished. Helped by a southerly blizzard, which was accompanied by 10 deg. of frost, we reached on February 23 a depot on Minna Bluff, which had been laid by the Joyce party in January. Here we received news from the ship. Marshall had a relapse and a return of the dysentery. On the 26th we made a forced march of 24 miles, Marshall suffering greatly. On the 27th Marshall was unable to march. I left him in camp in charge of Adams, while Wild and I made a forced march to the ship for relief. On March 1 I returned, with a relief party, and all reached the ship at Hut Point on March 4 in a blizzard. The total distance of the journey, including relay work, was 1,728 statute miles. The time occupied was 136 days. The result is a good geological collection—we found coal measures in limestone and a complete meteorological record. We discovered eight distinct mountain ranges and over a hundred mountains. We surveyed and photographed many glaciers and found signs of former greater glaciation. The geographical South Pole is doubtless situated on a plateau ten to eleven thousand feet above sea-level. The new mountain altitudes range from 3,000 ft. to 12,000 ft. approximately. The violent blizzards in latitude 88 deg. show that if the Polar calm is intense it must be small in area or not coincident with the geographic Pole.

(Continued on page 3.)



## International Bank.

## QUESTION OF LIABILITY RAISED.

SCATHING CROSS-EXAMINATION OF THE CASHIER.

Sir Henry Berkeley, K.C., in the Supreme Court this morning, made a lengthy address in the case in which the Man Lee Chan firm are suing the International Banking Corporation to recover the sum of \$340 in respect of a bill of exchange, which, so it is alleged, the bank paid by mistake.

In this matter it will, perhaps, be remembered, that some months ago the Man Lee Chan firm received a bill of exchange from Vancouver. Several days afterwards the bill was missing, and the bank was notified. It is then alleged that the bill, when presented by the thief, to quote Sir Henry Berkeley, was paid.

Sir Henry submitted that the defendants were not protected by the Statute, because the bill they paid did not on the face of it purport to be endorsed by the person in whose favour it was drawn. The bill was drawn in English, payable to a firm named in English "Man Lee Chan and Company."

Mr. Justice Gompertz—Probably it was the only way the bill could have been drawn? Sir Henry—Yes; and he went on to remark that the only proper endorsement purporting to be "Man Lee Chan and Company" would be Man Lee Chan and Company.

Mr. Justice Gompertz—And you say if they took any other endorsement they ran a risk? Sir Henry replied that such was the case. He submitted broadly that a bill drawn in English with a name in favour of the payee on the body of the bill is not properly endorsed in Chinese. If it was, then the onus was on the bank to show that the endorsement in Chinese truly represented the name of the payee.

So far the plaintiff declared the endorsement of "Man Lee Chan and Company" did not represent them. There was as yet no evidence to the contrary and the Court must not accept that. Defendants should be non-suited on that ground. On the question of bona fides his friend (Mr. Pollock) had suggested, if he did not contend, that as far as the Statute went that element of good faith did not enter into consideration thereof, but was confined to a certain other thing. That, Sir Henry held, could not be supported. If they had not acted in good faith then they could not be protected. When a banker paid a bill within a few days, almost a few hours, after he was informed that the bill had been stolen, should not be held by the Court to have acted in good faith, inasmuch as good faith was essential to the protection of either of the Statutes, and that the bank in the circumstances, detailed to the Court should not be held to be protected. Carelessness, recklessness, were the first elements of bad faith. Commonsense, which was the law, and the law, the crystallisation of commonsense, showed that the bank was wrong. When the thief presented the bill they should have notified the Man Lee Chan Company. Had they not been notified that the bill was stolen? If the Man Lee Chan Company were notified the thief would have been caught. They were, consequently, by their carelessness, liable to conversion and liable also to the value of the bill.

Counsel cited authorities at some length. Mr. Pollock opened the case for the defence shortly, after which evidence was called.

Mr. F. Stanley Clarke, cashier of the International Bank, said that as cashier he sanctioned the payment of all drafts. In the case of drafts made payable to Chinese, one of the shroffs examined the endorsement. In December last a Chinaman called at the bank in respect of a draft for \$340.

Mr. Pollock—Did the Chinaman say to whom the draft was payable?—Yes, the Man Lee Chan.

Did the Chinaman say what had happened to the draft?—Yes, lost or stolen.

Did he say anything more?—Yes, he asked me to stop payment.

What did you do?—I asked for the name and number of the draft and the name of the bank from which it was issued.

Did the Chinaman return a second time?—Yes.

And what occurred?—I advised him to telegraph his friends asking them to cable us, giving full particulars.

How could they advise you?—It would have to be by wire before it was of any use.

Did you hear from the drawers by wire?—No.

Did you get a letter from them?—Yes.

When was that letter received?—On the 25th January.

At the time when the draft was paid witness was ignorant of the number of the draft, the name on the draft, and the name of the bank from which it was issued. No notice in writing was tendered witness in respect of the draft. In order to trace out the draft it would be necessary to go through the register and files. If witness had been informed that the drawers were the Bank of Hamilton, Vancouver, he could have traced the draft. On the day the draft in question was paid there were 300 to 500 others paid also. Every draft before payment was initiated by the head shroff and passed on to witness for the order to pay. When he passed the draft for \$340 for payment he did not in any way connect it with the Man Lee Chan. Asked for a reason why he did not connect the draft with the Chinese firm, witness's excuse was on account of the "pressure of business being so great." In passing the draft he acted in good faith. It did not occur to him at the time that the \$340 draft belonged to the Man Lee Chan, over which he had been interviewed by the Chinaman.

Cross-examined—When he paid the draft he quite forgot that he had received letters from the Man Lee Chan and Otto Kong Sing, otherwise he would not have paid it. He did not think there was any extreme carelessness on a man in paying the draft. There was a

great pressure of business at the time as it was near Chinese New Year. Had he remembered the notice he would have entered a mark of caution in the register, so that when payment was called for his memory would have been refreshed.

Sir Henry—Why did you not when you received Mr. Kong Sing's letter, giving you the amount, why did you not tick the register?—Because I could not find the draft.

When did you receive your letter of advice from San Francisco?—On 23rd December. Is not the same Man Lee Chan Company in that advice?—It is.

Now, the Man Lee Chan came to see you on the 24th?—I can't say.

And he came again on another occasion?—Yes.

Mr. Kong Sing wrote you on the 5th January?—Yes.

You stated that if you had known the name of the bank you could have traced the draft?—Yes.

I put it to you, Sir, that the name of the issuing bank appeared in the letter of credit you received?—Yes.

So that when Man Lee Chan came to you you had the necessary information?—Yes.

And it was too much trouble for you to go and look up the matter?—Not too much trouble; too much work.

Same thing. Was it physically impossible for you to look up the matter?—Yes.

Are there no other clerks to do the work in the bank?—Yes.

And did one go to find the information?—Yes.

Did he find it?—No.

Why?—He could not.

Did he make a proper search?—He had his own work to do.

So there was no search made?—Yes, there was.

A proper, thorough search, I mean—Whether it was thorough or not I cannot say.

I put it to you that if a large European constituent had gone to you and asked you to stop payment of a draft, you would have taken more steps to protect them than you did in this case?—Certainly not.

In the ordinary course of your business of a bill endorsed "Brown, Jones and Company" were presented to you would you pay "Brown, Jones, Robinson and Company"?—No.

Do you read Chinese?—No.

So far as you know there was no endorsement on the draft?—Yes, there was.

Where?—I go by the shroff's signature.

You don't read Chinese?—I do not.

So that what's written at the back of the draft, you don't know?—I trust the shroff.

Who is under a guarantee?—Yes.

Is it not a fact that the guarantee of the shroff or the comptroller leads to relaxation, lack of vigilance and diligence in all banks?—No.

The witness was then excused, and the head shroff called, and his examination was still proceeding when our report closed.

Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, appeared for the plaintiff, and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson, defended.

## CANTON DAY BY DAY.

## JUNKS HELD UP.

[From Our Own Correspondent.]

Canton, 19th April.

On the 15th instant, five junks which left Shui Hing together for Canton, when passing the Kam Kai creek, were held up by a number of pirates, who had previously hidden themselves on both sides of the banks. The pirates were armed with rifles with which they planned to attack the craft. The crews of the junks offered vigorous resistance but were unable to pass through. The crews perforce had to yield, whereupon the pirates boarded the junks, from which they removed money and articles to the value of about \$8,000. During the engagement between the two parties, the accountant of one junk was killed, and some fifteen others were wounded.

DEPARTURE OF EX-TARTAR GENERAL.

The Canton ex-Tartar General Chong left here to-day by the C. M. S. N. Co.'s steamer *Keungling* for the North. H.E. Viceroy Chang Jen Chun, the Provincial Treasurer, the Judge, the Salt Comptroller and several other officials assembled at the Government Tien Tze Wharf to give the departing official a hearty send-off and at the same time requested him to convey their best wishes to His Majesty the Emperor.

ANOTHER FATAL ACCIDENT AT SEA.

On the morning of the 16th instant, a passenger junk in tow of a steam launch, which was proceeding to Shui Hing from Canton, when nearing a place called Shui Kai Hoi, came into collision with another passenger junk which was bound for Kowloon. The latter vessel was considerably damaged and subsequently sank. At the time of the accident, there were on board the wreck some fifty people, three of whom were drowned.

MACAO'S RIVAL.

H. E. Viceroy Chang Jen Chun will, together with Admiral Li Chun, proceed on the 21st inst., to take part in the ceremony in connection with the development of Hengchow city, which will take place on the following day. It is ascertained that it is also the intention of H.E. to pay a visit to the Portuguese Colony of Macao and pay an official call on the Governor of that settlement.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

## ANNUAL REPORT.

Following is the report of the general committee of the Hongkong General Chamber of Commerce, for the year ending 31st December, 1908, for presentation to the members at the annual meeting, to be held in the City Hall, on Friday, the 23rd inst., at 4 p.m.

Several important questions have had the attention of the Committee during the past year.

NEW TYPHOON REFUGE AT MONGKOTSI.

Members of the Chamber will remember that when, in 1904, the Government referred to them the proposal to construct a new typhoon refuge at Mongkotsi, the committee advocated that the refuge should be situated at Cheung Sha Wan.

The question was shelved for the moment but the typhoons of 1906 brought forth such an expression of public opinion in favour of a refuge as to induce the Government to again take up the matter.

The Government referred to the Chamber the report of the Public Works Committee favouring the Mongkotsi scheme together with His Excellency's proposal to defray the cost half-out of the Colony's reserves and half by a temporary increase of light dues.

Your Committee, in replying, supported the proposal of the Public Works Committee, and in view of the fact that the Government had agreed to defray the cost half-out of the Colony's reserves and half by a temporary increase of light dues, and their suggestions for a modification of the Government's proposal.

Your Committee also concurred in the views expressed by shipping companies as to the apparently excessive cost of the Mongkotsi scheme and asked that an opportunity be accorded them of viewing the plans.

The points raised by the shipping companies were fully considered by His Excellency in the Government's reply, and the plans sent to the Chamber. The shipping companies in a further letter addressed to the Chamber enclosed memoranda as an answer to those of His Excellency and suggested that if Causeway Bay, half of whose area was practically useless owing to silt, were improved, shelter could probably be provided for the greater part, if not the whole, of the smaller craft employed in the harbour. But if the Government were definitely committed to Mongkotsi the suggestion of the shipping companies that the cost be spread over a term of years, calculated to fall heavily on immediate contributors, a policy usually adopted by Port Trusts—should also be adopted by the Government.

The Government replied that the existing loan for railway construction precluded the raising of the further loan suggested by the shipping companies. After considerable correspondence the Government reduced the increase of light dues to 2½ cents per ton by 1 cent, and assured the shipping companies that there was no intention of continuing the increase after the cost of the Typhoon Refuge had been met.

The Government, however, was not prepared to re-open the question of the provision of a second shelter or the method of financing its construction.

LICENCE FEE OF LIGHTERS AND CARGO BOATS.

The Chamber supported the protest of the owners of foreign lighters against the increase of licence fees and considered that the time had arrived for a distinction to be made between the boats owned by public carriers and those owned by private firms for their own use.

The Government replied that the fees were not excessive and it could not consider the reopening of the subject.

FRANCO-BRITISH EXHIBITION OF 1908.

In response to a communication from the Government asking the Chamber to consider

the feasibility of the Colony participating in the Franco-British Exhibition, your committee expressed the opinion that sufficient support would not be forthcoming to justify the appointment of a Committee of Organization and that unless the Government were prepared to vote the necessary funds, the matter should be allowed to drop.

PRIVATE MOORING BUOYS IN THE HARBOUR.

This important subject continued to receive the attention of your Committee.

The position at the end of 1907 was that the Chamber, having differed with the argument of the Government for a revision of the present system, were considering the Government's reply.

The Chamber, after considering the Government's renewed representations, was unanimously of opinion that any change in the present system was unworkable unless the Government took over all the leases, moorings and buoys.

The Government concurred in the view that the purchase of all private buoys and moorings by Government would be the best solution of the problem but stated that the Colony could not at that moment incur the expense involved. The Government regarded the present proposal as a temporary solution until the Colony could afford the expenditure.

Your Committee differed absolutely with the reasons set forth by the Government as a justification for its amendment of Table O (a) to Merchant Shipping Consolidation Ordinance.

INTERNATIONAL EXHIBITION TO BE HELD IN ITALY IN 1911.

The Government having approached the Chamber with regard to a proposed International Exhibition to be held in Italy in 1911, your Committee replied that, in their opinion, an appeal to the public would meet with insufficient support.

TINNED LARD AND TANNING INDUSTRY.

A memorandum by His Excellency the Governor was received by the Chamber dealing with the possibility of the Colony developing an export trade in tinned lard with the Philippines and Straits Settlements. Inquiries were made by the Chamber among merchants and further information requested on the question of Government guarantee.

In reply to a further inquiry of His Excellency as to the feasibility of the Colony engaging in the tanning industry, from inquiries made it appeared to your committee that the establishment of such an industry was unlikely to meet with success.

BRITISH POSTAL SERVICE AT TIENTSIN.

Your committee were pleased at the information conveyed to them by the Government that, as the Lords Commissioners of the Treasury had agreed to guarantee the Government of Hongkong against half of any loss on the postal agency at Tientsin, and the Tientsin Municipality had decided to provide the other half, the agency would remain open until the 10th October, 1909.

It is hoped that some arrangement with the Government will be enabled to retain the agency permanently.

SEVENTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, 1909.

A circular letter was received by the Chamber inviting the attendance of a delegate at the forthcoming Congress of Chambers of Commerce of the Empire to be held at Sydney in 1909.

If it should be possible to do so, it is the wish of the Committee to appoint a representative of the Chamber.

REGISTRATION OF TRADE MARKS.

The Government having under consideration the question of amending the law relating to the registration of trade marks (Ordinance No. 6 of 1895) requested a definite expression of opinion from the Chamber as to whether British merchants in the Colony desired by registering their marks in Hongkong merely to secure local protection, or whether they desired to secure protection in China, Korea and Japan as well. In the latter case His Excellency the Governor considered that prior registration in the United Kingdom would be indispensable as a condition precedent to registration in Hongkong.

The committee's opinion conveyed to His Excellency was that registration did not confer a right—rights being conferred by usage. If that point of view were accepted there was no valid reason why the British Government should not protect marks registered in Hongkong but not in the United Kingdom in so far as to accept that registration as evidence of the claim of prior usage. They pointed out the extreme local inconvenience which would ensue on compulsory registration in the United Kingdom and trusted that the Government would not make it a condition precedent to registration in Hongkong in the new Ordinance.

PROHIBITION OF IMPORTATION OF MORPHIA INTO CHINA.

By the courtesy of the Government the Chamber received a copy of a despatch from Sir John Jordan covering copy of the Notification issued by him to H. B. M.'s Consuls at the Treaty Ports in China, by which notice was conveyed to British subjects that from January 1st, 1909, the importation into China of morphia, and instruments for its injection, would be prohibited by the Chinese Government.

Due provision had been made for medicinal requirements.

CURRENCY QUESTION.

The year brought forth the usual correspondence on the question of currency reform, an subject which will come to be regarded as an essential feature of the Chamber's annual report.

A copy of a despatch from Sir John Jordan was received from the Government together with copies of an Imperial Decree dated February 10th, October, 1908, commanding that a certain silver coin be struck as the standard coin of the country.

An interesting memorial of the Government Council (H. B. M. China) on the question of an uniform national currency is included in the Chamber's annual report.

PHILHARMONIC CONCERT.

OWING to an alteration in the arrangements of the "HARMONIC" Co. who were to have played in Hongkong next week, the PHILHARMONIC CONCERT, advertised for Friday, April 23rd, will take place on TUESDAY, April 27th.

Tickets bearing the earlier date will still hold good.

Hongkong, 20th April, 1909. [360]

FOR SALE.

BEST AMERICAN SUGAR CORN SEEDS.

IN PACKETS, at 10 Cents each.

Apply to—GRACA & CO., No. 27, Des Voeux Road.

Hongkong, 20th April, 1909. [359]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG TO SHANGHAI DIRECT CARGO & PASSENGER SCHEDULE SERVICE.

THE Twin Screw Steamers "ANHUI," "CHINHU," "CHENAN" and "LINAN" leave Hongkong alternately every THURSDAY p.m. and SUNDAY at Daylight for SHANGHAI Direct.

## Today's Advertisements.

## PHILHARMONIC CONCERT.

OWING to an alteration in the arrangements of the "HARMONIC" Co. who were to have played in Hongkong next week, the PHILHARMONIC CONCERT, advertised for Friday, April 23rd, will take place on TUESDAY, April 27th.

Tickets bearing the earlier date will still hold good.

Hongkong, 20th April, 1909. [360]

FOR SALE.

BEST AMERICAN SUGAR CORN SEEDS.

IN PACKETS, at 10 Cents each.

Apply to—GRACA & CO., No. 27, Des Voeux Road.

Hongkong, 20th April, 1909. [359]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG TO SHANGHAI DIRECT CARGO & PASSENGER SCHEDULE SERVICE.

THE Twin Screw Steamers "ANHUI," "CHINHU," "CHENAN" and "LINAN" leave Hongkong alternately every THURSDAY p.m. and SUNDAY at Daylight for SHANGHAI Direct.

The Sunday morning steamers are availed of by the Postal Authorities for the conveyance of H.M. Mails to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1909. [350]

## ROBBERY OR REVENGE?

STRANGE AFFAIR AT WONG-NEI-CHONG.

At any early hour this morning the village of Wong-nei-chong was thrown into a great state of confusion—when it was learnt that a most ferocious attack had been made upon a gardener and his wife by a gang of men, who maltreated the man and stabbed the woman, severely, it is believed, about the body. The assault took place about three o'clock in the house of the gardener, at 95, Wong-nei-chong.

The story of the gardener, Choi Him, as he gave it to the police, was that at about that hour, while he and his family were asleep, he heard a loud noise at his front door and as he was about to make investigation, the door fell in, and five or six men entered the house. One of the intruders carried a knife in his hand. They seized the farmer and his wife and pressed them into an adjoining cubicle, where they assaulted the pair, firstly, with their fists, but later, as the woman would not obey the order and keep quiet, the man with the knife cut her about the arm and face several times. Meanwhile two other men were ransacking the house, but the robbery, if robbery they were, did not succeed in removing anything from the premises, the cries of the woman of "Save life" frightening them away.

When the police arrived on the scene they found the house in disorder. The injured woman refused to go to hospital, but she submitted to treatment.

The question remains as to whether the visit of these strange men had robbery for its object. The police do not think so. They are of opinion that the gardener or his wife had got themselves into ill-favour with some people in the village over a dispute on the subject of water, and in this way the grievous deed sought to secure their revenge. The question of ransacking the house, strange to say, was only a hoax. Arrests are expected shortly.

## HONGKONG GYMKHANA CLUB.

## ONE AND A QUARTER MILE HANDICAP.

The weights for the 1¼ miles Handicap at Saturday's Gymkhana are fixed as follows:

Poles.	Hds.	Lbs.
Seafoam	13	161
Antal	13	154
Sportsman	13	154
Barry	13	152
Triad	13	150
Garth	13	150
Backsley	13	147
Gampchick	13	145
Vine	13	145
Gryback	13	145
Strathdallas	13	145
Gambler	13	142
Sidier Dhu	13	142
Whitehall	13	140
Shandygaff	13	133
Highland Heather	12	136

The Nioggo correspondent of the N. C. D. News writes:—The departure of Mr. and Mrs. T. W. Lammer, on Friday, April 9, gave occasion for a remarkable demonstration of friendship on the part of both foreigners and Chinese. For six years Mr. Lammer has been the Nioggo agent of Messrs. Butterfield and Swire, during which time he has gained the respect and confidence of the native merchants, and by his genial courtesy, the goodwill and friendship of the foreign residents. Harmony and confidence—the essentials of a successful merchant's life in China—were marked characteristics of Mr. Lammer's relationship with the Chinese throughout the whole period of his residence in Nioggo. In truth—Chinese—fashion—they displayed their goodwill by saluting the departing steamer by firing three to four hundred bombs, and sixty thousand crackers! At the invitation of the senior pilot of the port, Capt. A. J. Philbey, who had specially hired the steam-launch "Stirling," a large company of foreign and Chinese friends escorted the Mr. and Mrs. Lammer to the Nioggo river, where a final farewell of Chinese crackers conveyed best wishes for a safe voyage, and a pleasant and happy farewell in the Homeland.

Public Companies.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, TO-MORROW, the 21st April, 1909, at Noon for the purpose of receiving the Report of the Directors, together with Statements of Accounts, to 31st December, 1908, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April to the 21st April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 20th April, 1909. [290]

## Public Companies.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, TO-MORROW, the 21st April, 1909, at Noon for the purpose of receiving the Report of the Directors, together with Statements of Accounts, to 31st December, 1908, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April to the 21st April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, TO-MORROW, the 21st April, 1909, at 12.15 P.M. for the purpose of considering, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices, or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-THIRD ORDINARY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, TO-MORROW, the 21st April, 1909, at 12.30 P.M. for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 31st December, 1908, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st April to the 21st April, both days inclusive.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 20th April, 1909. [296]

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, TO-MORROW, the 21st April, 1909, at 12.45 P.M. for the purpose of considering, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman







## Intimation.

# Powell's

28, Queen's Road.

## NEW GOODS FOR GENTLEMEN'S WEAR

Fine Quality

### Zephyr Shirts

Exclusive Designs

### Thin Cashmere and Lisle Thread Socks

in  
'PLAIN COLOURS  
and  
SMART STRIPES

### INDIA GAUZE and CELLULAR SINGLET

### PITH, CORK and RUBBER HELMETS

Moderate Prices

### Gentlemen's Department.

## POWELL'S

ALEXANDRA

BUILDINGS,

and

28, Queen's Road.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. O. D. Thomson, to sell by  
**PUBLIC AUCTION,**  
on  
**MONDAY,**  
the 26th April, 1909, at 2.30 P.M., within her residence, No. 5, Mountain View,  
The Peak,  
THE WHOLE OF THE  
**HOUSEHOLD FURNITURE,**  
Comprising—  
Double and Single IRON BEDSTEADS  
with WIRE and HAIR MATTRESSES,  
TEAKWOOD WARDROBES with GLASS  
DRESSING TABLES, WARDROBE-TOP  
WARDROBES, TEAKWOOD EXTEN-  
SION DINING TABLE and CHAIRS,  
CROCKERY and GLASS WARE, BLACK-  
WOOD CURIO STAND and TEA TABLE,  
&c. &c.

ALSO  
A Quantity of BOOKS.  
Catalogues will be issued.  
On view on Saturday, the 24th instant,  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 19th April, 1909. [357]

## Intimations.

HONGKONG GENERAL CHAMBER OF  
COMMERCE.

THE ANNUAL GENERAL MEETING  
of the Members of the HONGKONG  
CHAMBER OF COMMERCE will be held on  
FRIDAY, the 23rd April, 1909, at 4 P.M. in the  
CITY HALL, for the following purposes:—  
1. To receive the Report and Accounts of  
the Committee for the year ending 31st  
December, 1908.  
2. To elect a New Committee.  
3. To transact any general business.

By Order,  
E. A. M. WILLIAMS,  
Secretary.

Hongkong, 14th April, 1909. [343]

## HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season  
will be held at Happy Valley, on  
SATURDAY, the 24th inst., commencing  
at 3.30 P.M.

The Charge of Admission will be \$2.00 for  
others than Members of the Hongkong Jockey  
Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price.  
The Committee invite the Ladies of Hong-  
kong to be present.

G. GORDON MACKIE,  
Hon. Sec. and Treasurer.

Hongkong, 17th April, 1909. [351]

## THE DAIRY FARM CO., LD.

WE are Specialising in a Line of

BACON and HAM.

EXCEPTIONAL QUALITY.

Only 60 cents a lb.

CUT OR UNCUT.

Hongkong, 27th March, 1909. [391]

Telephone : 482.  
Telegrams : "Cyclometer."

## CONTINENTAL

AND

## HOME RATES.

IMPORT AGENTS

FOR

Motor Cars,

Cycles,

Launches,

Automobiles.

## DRAGON CYCLE DEPOT,

HEAD OFFICE and SHOW

ROOMS,

83-85, Des Voeux Road, Central,

Hongkong.

## THE SOUTH POLE

(Continued from page 2.)

## THE NORTHERN PARTY.

Professor Edw. David, F.R.S., reports—  
The northern party consisting of Douglas  
Marshall, B.Sc., Mr. Mackey, and self, left Cape  
Royd for the magnetic Pole on October 5, 1908.  
We picked up depots left by motor-car 15 miles  
out. The party hauled two sledges by relays,  
the total weight being 6000 lbs. per man, with  
provisions for 63 days. We reached Butter  
Point on October 13, and leaving a depot,  
continued northwards in 60 deg. of frost.  
There was very heavy sledding over consoli-  
dated pack ice. North of Cape Bernacchi the  
sea-ice of Granite Harbour was just strong  
enough on October 24 to bear the sledges.  
We arrived at the sound 12 miles further north  
on October 30, where, to save oil, we utilized  
seal blubber. Further north, living mainly on  
seal-meat, we crossed the Nordenskiöld Barrier  
and reached the Drygalski Glacier. The  
thawing sea-ice, compacted of brash and crushed  
pack, made progress laborious and slow.  
The sea-ice south of the Drygalski Glacier was  
beginning to break-up. A first attempt to cross  
the glacier failed, owing to numerous deep  
crevasses. We crossed further east on December  
5 and followed a difficult route over crevassed  
pressure ridges. On December 10 we found  
open sea on the north side of the Drygalski  
Glacier. We made a depot of seal sledge and  
after cooking supplies of seal and penguin to  
lessen the shortage of food, turned inland on  
December 6 [?] 16] with 6000 lbs. of equipment  
and provisions. We attempted the glacier  
between Mountains Nansen and Larsen.  
After sledging among the high pressure  
ridges, where the sledges and the party  
often nearly lost in the crevasses, we  
abandoned that route. A blizzard then  
covered the glacier with deeply drifted snow,  
and the sledges were extricated with difficulty.  
Subsequent violent blizzards removing the  
loose snow enabled the party to ascend the  
steep slope of a branch glacier to the main  
glacier between Mountains Larsen and Bel-  
lingshausen. Thence there was fair travelling  
to an inland plateau at an altitude of over  
7,000 ft. Strong southerly winds, 50 deg. of  
frost, and shortened rations made travelling  
trying. The party reached the magnetic Pole  
260 statute miles north-west of the Drygalski  
depot on January 16 and hoisted the Union  
Jack. The position of the Pole was deter-  
mined by Marshall with a Lloyd-Crank dip-circle as  
in the vicinity of latitude 72 deg. 25 mins.,  
longitude 154 east. The party, returning,  
travelled 16 to 20 miles daily, and arrived at  
the junction of the branch glacier with the  
main glacier near Mount Larson on January  
30. Attempting to shoot down the main  
glacier, we became involved in ice pressure  
ridges and crevasses, necessitating the unload-  
ing of the sledge and hand portage. On  
February 3 the party arrived at an inlet in the  
glacier near the Drygalski depot. Our pro-  
visions were exhausted except for a few biscuits.  
We secured seal and penguin, but the party's  
retreat was cut off by the sea-ice, the sheet  
having broken up. The outlook was serious.  
The Nimrod, returning from Cape Washington,  
and continuing a vigorous search, on February  
4 sighted the depot flag on the ice-cliff. The  
party, finishing a meal, was aroused by the  
Nimrod firing a double detonator. Rushing  
out of the tent, Marshall fell soft down a  
crevasse, but was rescued unharmed by the party  
from the ship. The duration of the journey  
was 122 days. We travelled, including relays,  
1,200 statute miles. The results are that coast  
was triangulated by Marshall by theodolite from  
McMurdo Sound to the Drygalski Glacier. For  
geological, magnetic, and meteorological re-  
sults, minerals, apparently vanadium, and  
widely spaced moorite have been found.

## THE WESTWARD PARTY.

Mr. Armytage reports—  
The western party, consisting of Sir Philip  
Brookhurst, Mr. Priestley, and self, left Cape  
Royd on December 1 and reached Butter Point  
on December 5. We proceeded to ascend the  
Ferrat, Glaur, Mr. Priestley making geological  
collections and Sir Philip Brookhurst taking  
photographs. The latter climbed Knob-  
head Mountain and found weathered sand-  
stone. On January 1 we returned to Butter  
Point, according to instructions, for a possible  
meeting with the northern party. During our  
stay we pursued geological work in the vicinity  
and found an extensive raised beach 50 ft. above  
the sea. On the morning of January 23 the  
party woke 16 ft. on the ice upon which it was  
camped drifting seawards. Fortunately, at mid-  
night, by the influence of a current, the ice  
touched fast, ice for a sufficient time to permit  
the party to reach safety. The following morning  
we sighted the ship and communicated by  
heliograph. We were picked up in the after-  
noon. Useful geological and photographic  
work was done.

## THE "NIMROD'S" VOYAGE.

Captain Evans of the Nimrod reports—  
The Nimrod navigated south under sail only  
and entered the first belt of ice, 60 miles of pack  
ice, on December 20, crossing the Antarctic  
Circle the same day. Thereafter, at intervals,  
there was much pack. I proceeded south on  
meridian 173 west to latitude 70 deg. 43 min.  
between Ross's tracks. We sounded, and at  
155 fathoms (9,450 ft.) bottom was not reached.  
On January 11 arrived at the edge of the  
pack; seven miles east of Deception Island, and  
on January 13 reached the ice sheet off Cape  
Bird. I despatched a sledge party of four men  
in charge of Mr. Mackintosh to convey mail to  
Cape Royd. The same evening two men  
returned. Mackintosh and McGillan (J. Mc-  
Gowan) continuing the journey. Next day  
they found the ice sheet breaking, and just suc-  
ceeded in reaching land. Thence on January  
15 they travelled over crevassed mountain  
slopes to Cape Royd, arriving on January 18 at  
the last stage of exhaustion, having lost their  
provisions in a crevasse early on January 17.  
The ship first reached Cape Royd on January  
19 and left immediately to search the coast for  
Mackintosh. I was back by the pack, and  
drifted north-westward past Granite Harbour,

utilizing the period in taking chain soundings  
across McMurdo Sound. The ship experienced  
severe pressure, but was finally freed on Janu-  
ary 16 unharmed. On January 24, after a bliz-  
zard had commenced to break the ice sheet, I  
was proceeding westward across the sound  
when I perceived a heliograph on Butter Point,  
11 miles distant. I succeeded in penetrating  
the pack, and picked up Armytage, Brook-  
hurst, and Priestley. On February 1, following  
Lieutenant Shackleton's instructions, I pro-  
ceeded to search the western coast for the  
northern party. This was rendered difficult  
by the pack and by blizzards. Counting  
rounds along the greater part within a quarter  
mile of the shore, between the Drygalski  
Barrier and Cape Washington. On February  
4 I found the northern party, and returned to  
Cape Royd, and on the 20th picked up the  
southern depot party at Hut Point. Joyce re-  
ported that he had travelled south over a  
hundred miles without a sign of the northern  
party. Henceforward there were frequent bliz-  
zards. On March 1 I observed a heliograph  
on Hut Point, and picked up Lieutenant  
Shackleton and Wild. The former left the  
ship the same afternoon with a relief party.  
The Nimrod proceeded to Cape Royd to em-  
bark stores. On March 2, in a sudden blizzard,  
Chief Officer Davis's boat succeeded in reach-  
ing the ship. "Admiral" was an oar breaking  
was forced under the ice. The crew escaped  
and were hauled up an ice cliff in a frost-bitten  
condition. The boat was sunk. The ship was  
compelled to slip anchor. With all hands on  
board at Hut Point on March 4, we sailed  
homewards. The results of the ship's  
outward voyage include the knowledge of  
an extension of the eastward navigable  
region of the Ross Sea and numerous  
soundings in which bottom-samples were ob-  
tained. Sounding around a stranded berg, to  
ascertain the proportion submerged, showed  
that nearly equal bulk is above and below  
water in the case of a typical tabular snow-  
berg. A good zoological collection was made  
in the pack.

On my return to the ship on March 4 I  
found it necessary, owing to the low tem-  
peratures and the freezing of the sea, to pro-  
ceed north immediately. The ship forced a  
way under sail and steam for two days through  
heavy, new, "pancake" ice, and I proceeded to  
explore the northern coast of Victoria Land.  
On March 8 western progress was barred by  
compact, hummocky ice in latitude 70 deg. 10  
min., longitude 167 deg. 10 min. east. From one  
position, in latitude 69 deg. 48 min., longitude  
166 deg. 11 min., I discerned in perfectly clear  
weather a new range of coast mountains trend-  
ing first south-west and then west for 45 miles  
beyond Cape North. Their approximate alti-  
tudes are from 5,000 ft. to 7,000 ft. The  
mountains are mostly tabular and are appar-  
ently part of a deeply eroded plateau. Their out-  
line was sketched by Mr. Marshall. On March  
9 we were beset in the old pack cemented by  
new ice. A fair wind freshening enabled us  
to clear the pack. After a bolstorous passage  
north in thick weather all the party arrived at  
Half-Moon Bay to-day in excellent health.  
There was no sign of scurvy throughout the  
voyage.

ERNEST H. SHACKLETON.

## THE QUEEN'S CONGRATULATIONS.

Buckingham Palace, Wednesday, 12.23 a.m.  
To the Editor of the Daily Mail.  
I telegraph by command of the Queen to  
thank you for the good news contained in the  
letter which you kindly sent for Her Majesty's  
information announcing the success of the  
Nimrod expedition—that Lieutenant Shack-  
leton had reached the South (magnetic) Pole, and  
that he had hoisted the flag given him by Her  
Majesty before he left England.  
I am further commended by the Queen to  
ask you to convey Her Majesty's very hearty  
congratulations to Lieutenant Shackleton for  
his great achievement.  
DIGNOR PROBY, General.

## Intimations.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES &amp; Co.,

General Managers.

Hongkong, 19th August, 1908. [350]

PEAK TRAMWAYS COMPANY,  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 2.40 p.m. Every 15 minutes.  
2.40 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 10 minutes.

## NIGHT CARS.

1.45 p.m. and 9 p.m. to 11.15 p.m.

every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 10 minutes.

## NIGHT CARS on Week Days.

Extra cars at 9.15 p.m. to 11.15 p.m.

and 11.45 p.m.

## SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,  
Des Voeux Road Central, Hongkong.

JOHN D. KUMFREY, General Manager.

Hongkong, 19th April, 1909. [351]

## Intimations.

## A SILLY SAYING.

"It is a common but silly opinion prevailing  
among a certain class of people that the worse  
a remedy tastes, smells, or hurts, the more  
efficacious it is." So says a well-known Eng-  
lish physician. He further adds: "For  
example, let us consider cod liver oil. As it is  
extracted from the fish this oil is so offensive  
to the taste and smell that almost everybody  
abhors it, and many cannot use it at all, no  
matter how badly they need it. Yet cod liver  
oil is one of the most valuable drugs in the  
world, and it is the greatest pity that we have  
not thus far been able to free it from those  
peculiarities which so seriously interfere with  
its usefulness." This was written years ago  
by the work of civilization and redeeming it how-  
ever has been a triumphantly accom-  
plished, and as a leading ingredient in the  
remedy called—

## WAMFOL'S PREPARATION

the oil retains all its wonderful curative prop-  
erties with no bad smell or taste whatever. It  
is palatable as honey and contains all the  
nutritive and curative properties of Pure Cod  
Liver Oil, extracted by us from fresh cod  
livers, combined with the Compound Syrup of  
Hypophosphites and Extracts of Malt and  
Wild Cherry; creating a medicine of unequalled  
power for the diseases most prevalent and fatal  
among men, women and children. There is  
no other remedy to compare with it. It in-  
creases the digestive power of the stomach and  
in Blood Impurities, Weakness, Loss of Flesh,  
Throat and Lung Troubles, Nervous Dyspep-  
sia, Scrofulous Affections, Thinness and  
Slow Development in the young, it gives quick  
and certain relief and cure. Dr. G. C. Shannon,  
of Canada, says: "I shall continue its use, with  
I am sure, great advantage to my patients and  
satisfaction to myself." Has all the virtues of  
cod liver oil; none of its faults. You may  
trust it fully; it cannot disappoint or fail. One  
bottle convinces. Sold by all chemists.

## WANTED.

AN ADVANCED SPECIALIST, just  
breaking up his general collection, in-  
tending to confine himself to the Far Eastern  
countries, would be glad to hear from any  
collectors who have Hongkong, Siam, Japan,  
and French Surrogate Offices in South  
China, &c., &c., to exchange or sell. Bank  
References. Apply to  
Lt.-Colonel NEWMAN,  
c/o "China Critic," Tientsin.  
[356]

## SPECIAL NOTICE.

CHARGEURS REUNIS.  
FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHAR-  
GEURS REUNIS, beg to inform the  
public that their steamers of the Round the  
World Line will henceforth suppress calling at  
Vancouver and Puget Sound Ports. They will  
proceed from YOKOHAMA DIRECT to  
SAN FRANCISCO without making any port  
of call en route.

Shippers of cargo to SAN FRANCISCO,  
MEXICO and SOUTH AMERICA no doubt ap-  
preciate this new facility afforded to them of  
a fast cargo-boat service from China and Japan  
to above-mentioned destinations.

For full information, apply to  
MESSAGERIES MARITIMES,  
Agents at Hongkong.  
Hongkong, 15th April, 1909. [345]

## DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

## FRENCH STORE

(Opposite ASTOR HOUSE).

## NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS.

&amp;c., &amp;c., &amp;c.

Hongkong, 21st November, 1908. [34]

## THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

## ALWAYS IN STOCK.

## EUROPEAN, INDIAN and CHINESE

## USEFUL ARTICLES

## OR

## CLOTHING, FANCY GOODS

## and TOYS

## AT

## VERY NORMAL RATES.

## READY FOR SALE.

The Latest Style Goods for Present Season

Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIB-  
BONS, LACE, BRIDAL VEILS,  
FANCY DRESS GOODS, MUSLINS,  
LAWNS, NAINSOOKS, SHIRT-  
INGS, ALPACAS, HOSIERY,  
ENGLISH and AMERICAN FOOT-  
WEARS, &c., &c.

Prices and Samples on application.

Best attention to all Cash Port Orders.

Hongkong, 16th April, 1909. [346]

## Entertainment

COMING! COMING!

## THE HIPPODROME CIRCUS & MENAGERIE.

LOCATION:  
CAUSEWAY BAY.

## WATCH THE DATE.

Box Plan.  
ROBINSON PIANO CO.A. JACKSON,  
Representative.  
Hongkong, 5th April, 1909. [323]

## Consignees.

## FROM EUROPE.

## THE H. A. L. Steamship

## "SILESIA"

Captain von Hoff, having arrived, con-  
signees of Cargo are hereby requested to send  
their Bills of Lading for countersignature by  
the Undersigned and to take immediate  
delivery of their goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed at consignees' risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, and stored at Consignees' risk  
and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 22nd inst. will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 21st inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 15th April, 1909. [349]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENAVON"

## FROM ANTWERP, MIDDLESBRO'

## AND LONDON.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 22nd April, 1909, will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
29th April, 1909, or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 22nd April, 1909, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 15th April, 1909. [350]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's Steamer

## "ASSAYE"

## FROM BOMBAY, COLOMBO AND

## STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
being landed and placed at their risk in the  
hazardous and/or extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and Godown Com-  
pany, Limited, at Kowloon, where each  
consignment will be landed and stored at  
mark, and delivery can be obtained at 11 A.M.  
the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. India.  
From Australia, ex S.S. Adelaide.  
From Calcutta, ex S.S. Japan.  
From Persian Gulf, ex B.S.N. and B.S.N.  
P. & O. S. N. Co's Steamers.

Optional Goods will be landed here upon  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 21st inst. at  
4 P.M. will be subject to rent.



UNDER the auspices of the Chinese Central Young Men's Christian Association, Dr. Le Lay will deliver a lecture on the subject of "Prevention of malaria and kindred diseases," on Thursday night at 8 o'clock. On Saturday, 24th April, a concert will be given in the Association Hall for the benefit of the Chinese Y. M. C. A. band. This organization is making excellent progress under the capable guidance of C. J. Davis as band master. A combined Chinese and English entertainment has been arranged by the committee. On Thursday, 26th April, Mr. C. J. Davis of the Government Civil Hospital will give a lecture on "Orbits of rock and local epidemics." There will be a concert of organ solos.



## Dentistry.

## TSIN T'U.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEE.

Consultation Free.  
Hongkong, 20th June, 1904.

## Dr. M. H. CHAUN.

## THE LATEST METHOD

## AMERICAN SYSTEM OF DENTISTRY.

31, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 16th April, 1905.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

London-Bank T.T. .... 1/9 1/10

Do, demand ..... 1/9 1/10

Do, 4 months' sight ..... 1/9 3/16

France-Bank T.T. .... 2/20

Do, demand ..... 2/20

Germany-Bank T.T. .... 1/79

Do, demand ..... 1/79

India T.T. .... 1/131

Do, demand ..... 1/131

Shanghai-Bank T.T. .... 7/44

Singapore-Bank T.T. per H.K. \$100 ..... 7/44

Japan-Bank T.T. .... 8/51

Do, demand ..... 8/51

4 months' sight L/O. .... 1/9 5/16

6 months' sight L/O. .... 1/9 7/16

3 days' sight San Francisco &amp; New York. .... 4/11

4 months' sight do. .... 4/11

30 days' sight Sydney &amp; Melbourne. .... 1/9 1/16

4 months' sight France ..... 2/24

6 months' sight do. .... 2/24

4 months' sight Germany ..... 1/83

Bar Silver ..... 23 9/16

Bank of England rate ..... 24 1/2

Sovereign ..... 11 27

## SHIPPING AND MAILS

## MAILS DUE

German (Derfflinger) 21st inst.

Indian (Kumaon) 22nd inst.

French (Océanien) 26th inst.

The P. M. S. Co.'s s.s. *Siberia* left Shanghai yesterday, and is due to arrive at this port at noon on 21st inst.The Danish s.s. *Tranguebar* left Shanghai on 18th inst., at noon, and may be expected here on 22nd inst., morning.The N. Y. K. s.s. *Yokohama Maru*, Homby Line, left Moji for this port on 18th inst., and is expected here on 24th inst.The Imperial German Mail s.s. *Prinz Waldemar*, which left here on 16th ult., arrived at Sydney on 17th inst., at 2 p.m.The P. & O. S. N. Co.'s s.s. *Somali* left Singapore for this port on 19th inst., at 5.30 a.m., and is due here on 24th inst., at 6 a.m.The P. & O. S. N. Co.'s s.s. *Palma* is due here on 24th inst., at daylight, and will leave for Marseilles, London and Antwerp the same afternoon.The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 11 p.m., on 16th inst., and left again at noon, Saturday, for Yokohama, where she is due to arrive at noon on 18th inst.The M. M. Co.'s s.s. *Oceanic*, with the French mail of the 29th ult., and mails from London of the 28th ult., left Singapore yesterday at 4 p.m., and may be expected to arrive here on 24th inst., and will leave for Shanghai and Japan on the same afternoon.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 20th at 10.05 p.m.—The barometer has fallen rapidly in E. Japan, owing to the depression, which is moving towards E.N.E. over the S.E. part of the Sea of Japan.

Pressure has given way again over China, particularly in the North, another depression having appeared over the Yangtze Valley.

Moderate E. and S.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

## FORECAST DISTRICT.

1.—Hongkong and Neighbourhood, E. to S.E. winds, moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Zafiro, Br. s.s., 1,529, R. Rodger, 19th April.

Manila 17th April, Hemp and Sugar.—S. T. Co.

Meefoo, Chi. s.s., 1,330, J. McArthur, 19th April.

Shanghai 16th April, Gen.—C. M. S. Co.

Sasaba, Br. s.s., 4,299, E. Warrill, 19th April.

Shanghai and Amoy 18th April, Gen.—B. &amp; S.

Kruisberg, Ger. s.s., 646, Henk, 19th April.

Pakhoi 16th April, and Hoihow 18th, Gen. Sugar and Pigs.—J. &amp; Co.

Kamor, Nor. s.s., 949, Moss, 19th April.

Haiphong 16th April, Cement Stone.—S. T. Co.

Halpin, Br. s.s., 616, J. W. Evans, 20th April.

Swatow 19th April, Gen.—D. L. &amp; Co.

Kueichow, Br. s.s., 1,315, G. Hooker, 20th April.

Canton 19th April, Gen.—B. &amp; S.

Loosch, Ger. s.s., 1,929, G. Schulten, 20th April.

Apri, Bangkok and Swatow 19th April, Rice.—B. &amp; S.

Halvard, Nor. s.s., 1,266, R. Rönneberg, 20th April.

Apri, Bangkok and Swatow 19th April, Rice.—B. &amp; S.

Haldi, Nor. s.s., 1,065, Solberg, 20th April.

Salmon 16th April, Rice.—Aagaard, Thoresen &amp; Co.

Hanoi, Fr. s.s., 747, J. Panzier, 20th April.

Haiphong via Pakhoi, Hoihow and Kwong-chow-wan 19th April, Gen.—A. R. S. Co.

Nanchang, Br. s.s., 1,211, G. I. Spink, 20th April.

Canton 19th April, Gen.—B. &amp; S.

## Wagilade, for Shanghai.

Kohickang, for Bangkok.

Hongkong, for Haiphong.

Butuan, for Kwong-chow-wan.

Maifoo, for Canton.

Sui Cheong, for Kwong-chow-wan.

Dacca Castle, for Singapore.

Tian, for Manila.

Perisur, for Singapore.

Departure.

April 20.

Haiching, for Swatow.

Poussang, for Saigon.

Tientsin, for Singapore.

Tientsin, for Canton.

Kauking, for Canton.

Maifoo, for Canton.

Tian, for Manila.

Kohickang, for Bangkok.

Catharine Apar, for Calcutta.

Hongkong, for Haiphong.

Phramang, for Bangkok.

Chipsing, for Canton.

Passengers arrives.

Per Perisur, from Shanghai, &amp;c.—Mr. and Mrs. Dyer and daughter, and Mr. I. A. Gordon.

Per Halpin, from Swatow—Mr. and Mrs. S. F. Dunn, Mrs. Phillips, Miss Mary Wills, and 30 Chinese.

Per Zafiro, from Manila—Messrs. Shermis, Mellin, G. Cundee, J. Minoo, W. Brugmann, Closs, M. Proteus, L. Schell, E. Israel, Mr. Turner, Mr. L. Miller, Mr. and Mrs. Reibe, Mr. and Mrs. Thomsen, Mr. and Mrs. Wright, Mr. and Mrs. Elzabeth, Miss Enfant, Mrs. G. Guentuin, Miss C. Cooper, Dr. and Mrs. Nelson, Messrs. G. Streber, R. Stroog, Mrs. B. Moons, Messrs. H. Gerzer, L. Cooper, Mr. and Master Sampson, Messrs. R. Cooper, H. Edwards, J. Karsen, C. Cuyugan, T. McDonald, V. Heras, Mr. and Mrs. J. Turner, Messrs. R. Jones, D. William, P. O'Reilly, Rev. and Mrs. H. Studley, Mrs. T. Kelly, Mr. P. Sellar, Messrs. H. Luckey, O. Forsyth, R. Adams, R. Murphy, Bolles, E. White, S. Tai, Mrs. T. Kusano, Mr. and Mrs. Almslar, Messrs. Robertson, Chua Poo Tee and Ong Fong Song.

Shipping Reports.

Sir. Halpin, from Swatow.—Moderate Ely winds moderate sea and overcast.

Sir. Zafiro, from Manila.—Light variable winds smooth sea—fine clear weather throughout.

VESSELS IN PORT.

## STEAMERS.

Aki Maru, Jap. s.s., 3,995, K. Sato, 16th April.

Seattle via Japan and Shanghai 16th April, Coal, Flour, Fish and Gen.—N. Y. K. Co.

Carl Diederichsen, Ger. s.s., 774, J. Kayser, 18th April.

Haiphong and Hoihow 17th April, Coal.—J. &amp; Co.

Chihli, Br. s.s., 1,245, J. Warrack, 3rd April.

Hoihow 2nd April, Gen.—B. &amp; S.

Choshu Maru, Jap. s.s., 1,301, T. Suruga, 18th April.

Swatow 17th April, Gen.—O. S. K.

Dacca Castle, Br. s.s., 2,655, B. V. Smith, 19th April.

Shanghai 16th April, Gen.—D. &amp; Co., Ltd.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 16th April.

Vancouver, B.C. 25th Mar, and Shanghai 13th, Mails and Gen.—C. P. R. Co.

Gryfvald, Br. s.s., 1,979, Steel, 18th April.

Port Kumbia 28th Mar, Coal.—Aagaard, Thoresen &amp; Co.

Keong Wal, Ger. s.s., 1,115, J. Köhler, 16th April.

Bangkok 7th April, Rice.—B. &amp; S.

Lothian, Br. s.s., 3,223, W. J. Lockhart, 17th April.

Moji 12th April, Coal.—D. &amp; Co., Ltd.

Mandal, Nor. s.s., 1,193, E. Erickson, 17th April.

Mailla 14th April, Gen.—Barretto &amp; Co.

Ningchow, Br. s.s., 5,846, Allen, 18th April.

Manila 16th April, Gen.—B. &amp; S.

Nippon Maru, Jap. s.s., 3,454, W. E. Filmer, 16th April.

San Francisco 19th Mar, and Manila 13th April, Mails and Gen.—T. K. K.

Onsang, Br. s.s., 1,727, Woolley, 16th April.

Polo Laut 7th April, Coal.—J. &amp; Co.

Pongtong, Ger. s.s., 998, W. Böhler, 12th April.

Bangkok 5th April, Rice and Meal.—M. &amp; Co.

Proteus, Nor. s.s., 1,024, C. Moller, 19th April.

Saigon 15th April, Rice.—Aagaard, Thoresen &amp; Co.

Rajaburi, Ger. s.s., 1,189, H. Brewer, 18th April.

Swatow 17th April, Rice and Wood.—B. &amp; S.

Rajah, Ger. s.s., 3,100, Rehr, 17th April.

Bangkok 7th April, Rice and Timber.—B. &amp; S.

Samsen, Ger. s.s., 998, Pedersen, 16th April.

Bangkok 9th April, Rice.—B. &amp; S.

Siam, Br. s.s., 980, Baines, 9th April.

Langkat and Singapore 1st April, Case Oil.—Mr. Geo. McBain.

Stettin, Br. s.s., 1,346, C. Sanger, 18th Mar.

Fochow 17th Mar, Kerosine.—Mr. Geo. McBain.

Sungking, Br. s.s., 987, Pennyfather, 18th April.

Hoihow 13th April, Sugar.—B. &amp; S.

Telemachus, Br. s.s., 1,340, G. Edwards, 15th April.

Saigon 10th April, Rice and Gen.—Chinese.

Tjilwong, Dut. s.s., 3,061, N. van Wych Jurri-

cane, 6th April.—Moji 31st Mar, Coal.—J. C. P. L.

Wakamatsu Maru, Jap. s.s., 1,722, M. Aikawa, 16th April.

Wakamatsu 12th April, Coal.—M. B. K.

Wagilade, Ger. s.s., Mohr, 19th April.

New York 20th Feb, and Singapore 12th April, Gen.—O. &amp; Co.

Wongkoi, Ger. s.s., 1,179, W. Reber, 15th April.

Bangkok 6th April, Rice.—B. &amp; S.

Y. Fontus, Am. s.s., 58, Garwuben, 13th April.

from Manila, Sugar.—Yuen Sheng &amp; Co.

Yuenansang, Br. s.s., 1,128, P. H. Rolfe, 19th April.

Manila 16th April, Gen.—J. M. &amp; Co.

Steamers Expected.

## Vessels.

From Agents Due

Derfflinger, Singapore M. &amp; Co. April 21

Siberia, Shanghai P. M. Co. April 21

Ambia, Shanghai H. A. L. Co. April 21

Chusan, Shanghai B. &amp; S. Co. April 22

Kumaon, Singapore M. &amp; Co. April 22

Tianquebar, Shanghai M. &amp; Co. April 22

Palma, Shanghai P. &amp; O. Co. April 23

Somali, Singapore P. &amp; O. Co. April 23

Minnesota, Japan N. Y. K. Co. April 24

Yokohama Maru, Moji N. Y. K. Co. April 24

Talestad, Thursday I. B. &amp; S. Co. April 24

Oceania, Singapore M. M. Co. April 26

Moyori Maru, Singapore M. Y. K. Co. April 27

Mailla, Sydney M. &amp; Co. April 30

## DOCK RETURNS.

## HONGKONG AND WHAMPOA DOCK.

Tariac, at Kowloon Dock

Pongtong, at Kowloon Dock

Y. Fontus, at Kowloon Dock

E. Sontus, at Kowloon Dock

Illa Verde, at Kowloon Dock

Michael Jebson, at Kowloon Dock

Kaipan, at Kowloon Dock

Tjilwong, at Cosmopolitan

H.M.S. Wivern, at Kowloon Dock

## Ships Passed The Canal.

(Aus.) Bomby Maru, Ernst Simon, Sydney.

Nyansa, Tencar, 12th March—Paris, Yang Ties, Denclation, Para, Polynesian, 16th March—Benavon, Glenavon, Silista, (Ger.) Glenloch, Kennabie, 19th March—Bulow, Baulav, Glauco, Idonensis, Prins Rigent, Luitpold, Tonkin, Myrmidon, Wakasa Maru, Sanuki Maru, 23rd March—Carnarvonshire, 26th March—Malta, Salasia, Scandia, Klu-

lunda, Somali, Felling, Funnak, 30th March—Derfflinger, Benar, Hiron Maru, 30th March—Canton, Ophelia, 2nd April—Aph-

minion, Headley, E. F. Ferdinand, Prinsess Alice, Slavonia, Polykonus, Moynas, Awa Maru, Spreewald, Suwila, Silista, (Aus.) April—Constantia, 6th April—Wray Castle, Sado Maru, Nore, Paternio, Pathan, 13th April—Benclach, Benclom, Gantur, Prins Eitel Friedrich, Promethus, Salasia, Sengambie, Poono, Tourane, Waipahia, Theresia, 16th April—Kittit, Nippon, Dardanus, Hago Maru, Hudson, Polynesian, Silista, Tamba Maru.

Arrivals at Home—9th March—Indrawadi, 12th March—Kawachi Maru, Luitpold, 16th March—Asyanas, Benclach, Glenavon, Poles, Sydney, Sunda, 19th March—Polynesian, 23rd March—Nyansa, 26th March—Prins Rigent, Luitpold, Munster Castle, 30th March—Sanuki Maru, Tencar, Idonensis, 2nd April—Eclifas, Malia, Salasia, 2nd April—Glenavon, 6th April—Denclation, Carnarvonshire, Pak Ling, 13th April—Aragonia, Constantia, Spreewald, Awa Maru, Silista, Malta, 16th April—Lyndhurst, Prinsess Alice, Tourane, Slavonia, Montgomerystre.

## CHINA COAST METEOROLOGICAL REGISTER.

April 19th, 1909, a.m.

Bar. Th. Hu. Wind W.

Vladivostok, a.m. 29.95 37.00 NE 2 0

Nemuro, a.m. 30.34 34.00 SE 4 0

Hokodate, a.m. 30.13 34.00 E 6 0

Tokio, a.m. 30.06 34.00 NW 4 0

Kochi, a.m. 29.84 34.00 NW 4 0

Nagasaki, a.m. 29.80 34.00 NW 4 0

Kagoshima, a.m. 29.72 34.00 W 4 0

Oshima, a.m. 29.85 34.00 NW 4 0

Naha, a.m. 29.89 34.00 NW 2 0

Ishigakijima, a.m. 29.80 34.00 NE 6 0

Boni Is., a.m. 29.93 34.00 NW 4 0

Casao, a.m. 30.02 43.83 NW 3 0

Wahaiwai, a.m. 30.18 35.87 NW 4 0

Hankow, a.m. 30.14 34.94 NE 1 0

Kinkiang, a.m. 30.11 32.73 NW 1 0

Shanghai, a.m. 30.07 35.75 NW 3 0

Gutlaif, a.m. 30.09 35.83 ENE 4 0

Sharp Peak, a.m. 29.92 35.90 NE 1 0

Amoy, a.m. 29.93 35.90 NE 1 0

Swatow, a.m. 29.93 35.90 NE 1 0

Taichu, a.m. 29.98 35.90 NE 1 0

Tachou, a.m. 29.98 35.90 NE 1 0

Tachou, a.m. 29.98 35.90 NE 1 0

Tachou, a.m. 29.98 35.90 NE 1 0

Tachou, a.m. 29.98 35.90 NE 1 0

Tachou, a.m. 29.98 35.90 NE 1 0

Tachou, a.m. 29.98 35.90 NE 1 0

Tachou, a.m. 29.98 35.90 NE 1 0



## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$15,000,000	\$2,006,354	Final of £1 and bonus of 1/4 for 1908 @ ex 1/8 = \$16.04	\$340 sales London £90
National Bank of China, Limited	99,995	£7	£6	£4,000 \$150,000	\$10,233	\$2 (London 3/6) for 1903	\$51
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$235,757	none	\$14 for 1907	\$17 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	\$411,990 Tls. 150,000 Tls. 302,747 Tls. 118,277	Tls. 160,512	Final of 7/6 making 15/- for 1907	Tls. 105 sales
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$202,478 \$199,905 \$197,549	\$2,506,012	Final of \$15 making \$45 for 1906 and interim of \$30 for 1907	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$85,157	\$591,708	\$12 and bonus \$3 for 1906	\$225 buyers
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	0,000	\$100	\$20	\$1,000,000 \$138,663	\$375,341	\$6 and bonus \$1 for 1907	\$104 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$138,663	\$375,341	\$27 for 1907	\$330 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$264,038	\$1,015	\$1 for 1906	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$10,000 \$99,067	NIL	24 for year ending 30.6.1908	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$10,000 \$607,500 \$70,431 \$15,344	\$20,279	Final of 12 making \$34 for 1908	\$30 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 5/- 154	\$46 buyers \$24 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	\$10,000 \$240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 5/- 154	Tls. 50 buyers Tls. 24 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 £720,000	Tls. 14,510	Final of Tls. 14 making Tls. 34 for 1908	Tls. 24 buyers Tls. 24 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 £720,000	£68,817	Second interim of 1/- for a/c 1908	Tls. 24 buyers Tls. 24 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$6,000 \$47,211	\$98	\$1.00 for year ending 30.4.1908	\$31
Taku Tug and Lighter Company Limited	30,000	Tls. 50	Tls. 50	Tls. 45,479 Tls. 4,103 Tls. 4,000 Tls. 7,000	Tls. 2,215	Final of Tls. 14 making Tls. 24 for 1908	Tls. 45 sales
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$10,000 \$56,448	Dr. \$5,858	\$5 for year ending 31.12.08	\$17 1/2 sellers
Luene Sugar Refining Company, Limited	7,000	\$100	\$100	\$10,000 \$56,448	Dr. \$135,831	\$3 for 1897	\$5
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 122,000	Tls. 4,173	Tls. 34 for year ending 31.8.08	Tls. 132 sales
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,389	£11,558	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	Tls. 18 sellers
Rioh Australian Gold Mining Company, Limited	150,000	£1	£1	£175,000 £12,389	Dr. £2,191	No. 12 of 1/- = 48 cents	\$3
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$42,906	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,500,000 \$15,836 \$140,000	\$50,102	Final of \$14 making \$34 for 1907	\$51 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,500,000 \$15,836 \$140,000	\$50,102	Final of \$4 making \$8 for 1908	\$80 sales
Shanghai Dock and Engineering Co., Ltd.	55,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$1,000,000	Tls. 13,742	Interim of Tls. 24 for 6 months ending 31st October, 1908	Tls. 81 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 164 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	Dr. 4,200	\$24 for year ending 30.6.07	\$104 buyers
Central Stores, Limited	50,183	\$15	\$15	\$752,745	\$24,611	\$1.20 on old and 60 cents on first new issue	\$18 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$23,911	\$895	Final of \$3 making \$6 for 1908	\$85 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$23,911	\$26,475	Final of \$34 making \$7 for 1908	\$74 buyers
Hongkong Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$23,911	\$5,486	60 cents for 1908	\$81
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$23,911	\$278	\$14 for 1908	\$30
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,125,000 Tls. 31,172	Tls. 12,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	Tls. 117 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,068	Final of \$2 making \$4 for 1908	\$44 sellers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 8,860	Tls. 5 for year ended 31.10.1908	Tls. 116 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$20,000	\$9,553	50 cents for year ending 31.7.08	\$9 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 93
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	Tls. 112 buyers
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 15,911	Tls. 50 for 1906	Tls. 450 buyers
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,500 \$40,000	\$448	1/10th per share for 1907 = 1.037	\$104 sales
China-Borneo Company, Limited	60,000	\$15	\$15	\$900,000	NIL	\$1.20 for 1908	\$11.50 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$5,138	50 cents for year ended 28.2.06	\$5
China Light and Power Company, Limited Do. special shares	50,000	\$10	\$10	\$500,000	\$5,138	80 cents for 1908	\$9 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$10,000	\$5,407	\$1.30 for year ending 31.7.08	\$14 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	\$300,000 \$10,000	\$48	Final of 50 cents making 90 cents for 1908 75 cents for 9 months ending 31.12.07	\$18.50 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,750	\$2 for year ending 28.2.08	\$12
M. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$251	\$1 and bonus 20 cts. for year ending 29.2.08	\$23 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 \$10,000	\$8,957	Final of \$15 per share making \$9 for 1908	\$19 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$10,000	\$9,321	Final of \$2 per share making \$1 for 1908	\$160 sellers
Hongkong Ice Company, Limited	1,000	\$25	\$25	\$25,000 \$10,000	\$7,616	1st Quarterly div. of Tls. 12 for account 1909	\$24
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$10,000	\$8,790	80 cents on fully paid shares and 6 cents on 5/- paid shares for year ending 30.4.08	Tls. 900 buyers
Maaschappel, tot Mijne, Boort en Landbouw plaatse in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 147,500 Tls. 63,911	Tls. 16,682	Final of Tls. 4 making Tls. 71 for 1907	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$7,471	Final of Tls. 5 making Tls. 3 for 1908	\$2
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000	\$7,471	Final of 3/- making 45/- for 1908	Tls. 125 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000	\$18,640	Final of 3/- making 45/- for 1908	Tls. 422 ex div.
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 Tls. 24,820 Tls. 75,000	Tls. 6,603	Final of 3/- making 45/- for 1908	\$14
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 18,000	Tls. 25,038	Final of 3/- making 45/- for 1908	\$14
Shanghai Waterworks Company, Limited	18,850	£30	£30	\$565,500 \$10,000	Dr. \$56,602	40 cents for year ending 31.5.08	\$14
South China Marine Port, Limited	6,000	\$25	\$25	\$150,000	\$336	Tls. 64 for year ending 30.4.07	Tls. 04 buyers
Steam Laundry Company, Limited	30,000	\$5	\$5	\$150,000	\$172	80 cents for year ending 31.12.01 and \$10.00 on 100 Founders shares for yr. end. 31.5.07	\$104 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 4,000	Tls. 201	Interim of 30 cents 3/0 1908	\$9 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$10,000	\$1,360	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$24 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$6,438		
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$3.93		
William Powell, Limited	15,000	\$7	\$7	\$105,000			

\*These shares are entitled to half of the profits.

## Intimation.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$5,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.

AGENTS.

*Denmarks Pride*

**HEYMANS BUTTER**

SIEMSEN & CO., Sole Agents. [358]

**EYES RIGHT!**

**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, GALTURTA, SHANGHAI.  
1, John Street, Bedford Row, W.C. 59, Bentinck Street. 104, Nanking Road.  
Hankow, 21st March 1908. [15]

**O. C. MOOSA,**  
1 & 8, D'AGUILAR STREET.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.  
(CAPITAL PAID UP \$1,500,000)

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.

## LACE SCARFS, MOTOR VEILS

## VARIOUS COLORS.

## MOUSQUETEIRE GLOVES

## WHITE, BLACK &amp; COLORS.

## WOOLEN DELAINES, NUNSVEL

## INGS, VOILES, &amp;c., &amp;c.

## LADIES' and CHILDREN'S

## UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

**LEE YEE**

## HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

## CIGARS, CIGARETTES

## AND

## TOILET REQUISITES

FOR SALE  
12, D'AGUILAR STREET,  
HONGKONG.Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application.)  
THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.  
Underwritten and Executed by  
**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong, 20th March 1908. [14]**F. BLACKHEAD & Co.**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL and PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
(AND GENERAL COMMISSION AGENTS).  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.  
SOAP and SODA MANUFACTURERS.SOLE AGENTS FOR  
**HARTMANN'S PATENT GENUINE**  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES, &c.Sole Agents for  
**FERGUSON'S SPECIAL CREAM**  
AND  
F & O SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES and REQUISITES  
ALWAYS IN STOCK.  
REASONABLE PRICES.  
HONGKONG, 20th March 1908. [11]